

FIRST ANNIVERSARY OF SINKING OF F-4 SOON WILL BE HERE

Hulk of Submarine Lying At Pearl Harbor Ghastly Reminder of Awful Accident

WHOLE CITY STRICKEN WITH HORROR OF LOSS

History of Mishap That Brought Death To All Aboard and Salvage Received

In the mud flats at Pearl Harbor lies a sea-stained, shattered wreck, which a year ago was an elaborate and costly mechanism, designed to be deadly to hostile men-of-war, but which was deadly to her own crew. It is the hulk of the submarine F-4.

A year ago she was this intricate mechanism. Within a few days the first anniversary of the loss of the F-4 will come.

She was lost March 25, 1915. Echoes of the disaster reverberated in Honolulu and throughout the nation for months; the passing of a year since the loss will bring back much of the poignancy of the first shock, when the lives of the crew went on the water, and as they watched the lights of the diver vessels dancing out to sea, the whole city was stricken as it is not been stricken at any time.

It was at nine forty-five in the morning of March 25 that the F-4, commanded by Lieut. Alfred L. Ede, with Ensign Timothy L. Parker second in command, and bearing, besides these two, nineteen men, stood out in the fairway on the way to her tomb 300 feet beneath the blue Pacific.

Loss Of Raider Confirmed

About noon on March 25 alarm was felt because she did not return. Motor boats found oil bubbles breaking mockingly out to sea. By mid-afternoon the news began to be whispered about the waterfront, and within a short time the loss was known positively.

Throughout that night vessels at anchorage stood over the spot where the submarine was believed to be lying. By morning the nation knew that the first submarine disaster of the United States Navy had occurred.

Everything else is history. Saturday, March 27, it appeared that the F-4 had been caught in cables with which the floor of the sea had been dragged, and there was hope even then that she would be raised.

But next day, March 28, Evans, who, with George B. Evans, both chief gunner's mates, had remained on board the States by her diving, found that only an old anchor had been caught by the cables, and with that discovery, hope of rescue died in certainty of death, and the work became merely one of salvage.

Submarine Is Located

Positive location of the submarine was made. Work continued, but blind, until the arrival of the cruiser Maryland April 12, with Chief Gunner William and Divers Drelichman, Neilson, Gully and Loughman, when these men began preparations for the dives which would lead the world and which were received with incredulity, when first told.

By use of special apparatus designed in large part and perfected by Mr. Stillson, the men descended 300 feet to the sea-floor, confirmed the position of the F-4 and brought first reports of her condition.

The work had entered on its second stage. Lieut. Comdr. J. A. Furer already had designed the pontoons which would salvage the submarine, one of the notable salvage jobs of the world, and one that probably attracted more attention than any other at any time or any place.

While the services of the deep-sea divers were indispensable, Mr. Furer was the brain that directed the whole work. He received the credit wherever men heard of the F-4. He made a name for himself in the United States Navy. Lieut. Charles E. Smith, commander of the division of Submarine, was the other in active charge. Advising with them was Rear Admiral C. B. T. Moore, commander. Fred Buse was invaluable as their right hand man.

Workers Set Terrific Pace

Men of the division and of the tug Navajo worked at a terrific pace, for a long time day and night.

The second stage ended May 25, two months after the F-4 was lost. With the end of the work in sight, heavy seas coming up before a kona wind tore the submarine from the hold of the pontoons, great cables being sawed in twain, and the wreck was left near the entrance to the channel in about forty-eight feet of water, while Mr. Furer undertook the task of designing pontoons to be sunk to the hulk, where they would not be exposed to the force of surface disturbances.

He succeeded, of course. He and the Puss went to Mare Island navy yard San Francisco, and the cruiser Maryland again came to Honolulu August 12 with their completed work. Three great cylindrical steel pontoons, which brought the submarine to the surface, and she was towed into the harbor August 29 and docked next day. To the meantime, Lieutenant Smith had been succeeded by Lieut. Comdr. J. A. Furer as division commander, and Rear Admiral Moore by Rear Admiral C. B. T. Moore as commander.

Hulk In Chaotic Condition

Bodies of all the twenty-one were not recovered, but it was impossible to find the bones into perfect or positive known skeletons. The hulk itself was in chaotic condition.

The report of the board of investigation

SEATTLE REQUESTS SUGAR SHIPMENT

After American-Hawaiian To Route Some Vessels That Way: Artisan Ready

The American-Hawaiian steamer Mauna Kea is due here Thursday from Tacoma.

After her next sailings will be to arrive April 3 from San Francisco with cargo of the Honolulu, W. B. No. 90. The Texan and Mexican will remain on the run between Honolulu and San Francisco, transporting 10,000 tons of sugar a voyage.

Georgian, to sail from Portland April 5, Tacoma April 11, arriving here April 12, with W. B. No. 91 cargo and Sound local cargo.

The Floridan will follow the Georgian, and will be the last vessel from that coast.

Compliance Improbable

Seattle Commercial organizations, big business and shipping men have formally requested the American-Hawaiian Steamship Company to so route its vessels remaining on the Pacific after the transfer of the bulk of the fleet to the Atlantic that a portion of the Hawaiian sugar crop may be moved to the markets of the East through Seattle. It is not, however, so much to secure the handling of the sugar as it is to provide additional tonnage for the freight offering for the islands.

Seattle is hard pressed for a Hawaiian line and service, having only two vessels, the Matson steamers Hilo and Hilo, in the island trade. It is considered improbable that the request even be considered, for Seattle is nine days from Honolulu, one farther than San Francisco, and time will be an important factor with only two vessels counting.

Two Approaching Completion

The new American-Hawaiian liner Artisan, completed at Sparrow's Point recently, was docked for cleaning and painting by the Baltimore Dry Docks and Shipbuilding Company, Baltimore, Md., preparatory to making a trial trip to Chesapeake Bay. This vessel was built primarily for the Pacific lumber trade but will make a trip to South America, coal laden, and bring back a cargo of nitrate of soda. This change is due to the high freight rates offering.

The Artisan, building for the same company, was scheduled to be launched the first of this month by the Maryland Steel Company. The new vessel is 405 ft. 5 1/2 in. by 32 1/2 ft.

Harvard Chapel Has Brinckerhoff Tablet

A replica of the Walter Remsen Brinckerhoff memorial tablet in St. Andrew's Cathedral of Honolulu has been placed in Appleton Chapel of Harvard University. News of this has just reached Honolulu.

At the suggestion of Doctor Elliot, president Emeritus of Harvard, two inscriptions have been placed on the replica. One is the following quotation from St. Luke IX: 2 and 3: "And he sent them to preach the kingdom of God and to heal the sick and they departed and went through the towns preaching the gospel and healing everywhere."

"On the bottom margin the following inscription was placed: "Replica of the memorial in St. Andrew's Cathedral, Honolulu: To Walter Remsen Brinckerhoff, S. B. 1897, M. D. 1901."

The tablet has been accorded an unusually well lighted and conspicuous position in the chapel.

Kamehameha Day Plans In Hands of Societies

At the meeting of the joint committee of the different Hawaiian societies to make arrangements for the observance of Kamehameha Day, E. Henriques was appointed chairman at large with Jesse Muihi as secretary. The executive committee is to be selected by Mayor Lane, who was appointed the chairman. The secretary of the executive committee is William Miles and D. Paul R. Isonberg is treasurer. The executive committee will formulate plans for the celebration, which will be submitted to the joint committee for ratification in a short time.

Hilo Foresters Elect Delegates to Convention

Manuel de Gato, Manuel S. Pacheco and Bertrand F. Schoen have been elected as delegates of Court Mauna Koa No. 884, Ancient Order of Foresters, of Hilo, to the biennial convention of the Subsidiary High Court which will be held in Oakland, California, beginning May 1. William H. Beers and Bernard H. Kekelolu were elected alternates.

tion, composed of Admiral Boush, Lieutenant Crittenden and Lieutenant Commander Furer, was in brief, that the disaster had its primary cause in the corroded condition of the lead battery tank, that water entered through leaking rubber hoses, giving negative buoyancy, and that the submarine reached a crushing depth and filled with water. The report was made public in Washington October 28.

Those who met their deaths within the lost F-4 were: Lieut. Alfred L. Ede, Ensign Timothy L. Parker, Frank C. Pierard, Henry A. White, Horace L. Moore, George T. Ashcroft, Clark G. Fuler, Archie H. Langer, Harley G. Welch, Albin H. Grunle, George L. Dech, Albert F. Jones, William S. Nelson, Edwin S. Hill, Ivan L. Mahan, Walter E. Conington, Francis M. Huchson, Charles H. Wells, E. Neil G. Tavin, Frank N. Horning, Frederick G. Mahan.

SHIPPING BILL IN HOUSE COMMITTEE HAVING HARD TIME

Hearings So Far Have Been To Supply Propaganda In Favor of Administration

VERY LITTLE EXPERT TESTIMONY INVITED

New Method of Regulation Proposed Is Not Meeting Favor of Shippers

One of the most conspicuous features of the manner in which the revised shipping bill is being handled by the Administration leaders in congress this session is the high-handed way in which all opposition to the measure is being brushed aside, according to a special correspondent of the New York Journal of Commerce.

Criticism of the bill which has been fostered by Secretary of the Treasury McAdoo and nursed by Secretary of Commerce Redfield naturally harks back to the fundamental defects of the shipping industry in the United States and the existing labor and navigation laws of this country. Unless a frank exposition of the defects of these laws is permitted, it is impossible to obtain a true impression of the situation which the Administration is trying to meet and which it is trying to correct through the enactment of the shipping bill.

Chairman Alexander of the House Merchant Marine and Fisheries Committee has already announced that he is perfectly willing to grant an audience to anyone who desires to oppose the measure; at the same time he has signified a desire to close the hearings at the earliest possible moment.

This invitation is not as inviting as it may sound. This was so clearly shown when William H. Douglas, New York appeared before the committee on behalf of the Chamber of Commerce of the United States. He was rebuffed and his position denounced as not representative of the business men of the country. Not satisfied with this, Mr. Douglas was subjected to the further humiliation of having the weight of his testimony minimized by witnesses called to refute it. He was followed by a minor official of the national chamber who happened to approve the pending bill, and by a man from the Middle West who represented himself to be from a national organization of business men who approve the Administration measure.

Responsible persons do not care to testify before a committee which deliberately tries to discredit their testimony. When hearings are being conducted in such a manner the opposition seeks other means for placing obstacles in the way of the measure. The superficial consideration given the shipping bill by the House and its delegated committee is certain to be supplemented by more comprehensive inquiries on the Senate side. Already certain practical shipping men have discussed the question privately with their representatives in congress and are depending upon them to develop the real facts on the floor in the debate if it proves impossible to get the evidence in the record of hearings before the committee.

Surprising Contradictions

Some of the most surprising assertions regarding the existing conditions and the reasons therefor were made by the prime mover for the legislation. Secretary Redfield told the House committee of the immense development of the shipbuilding industry in the United States during the past year and a half. He acknowledged that the tonnage under construction on February 1st last was seven times as much as the tonnage under construction in American yards on July 1, 1914. The fact that the American yards are reaping a harvest just now is generally known, but it is difficult to figure out how this fact should be any contributing reason for the enactment of the shipping bill.

Expert witnesses have declared that the \$50,000,000 provided in the bill would purchase a fleet of not many over forty vessels of medium tonnage, a fleet so small as to be of little practical benefit to the foreign commerce of the United States. Reasons for opposition to government ownership have been clearly defined. They were defined fully in the Senate debates of last year. For this reason very little is being said concerning this feature of the question at this time.

Witnesses appearing before the committee have indulged chiefly in matters of opinion. Very little expert evidence has been offered. It is true that

Chamber of Commerce of Maui Behind Fair

The chamber of commerce of Maui is taking hold of the proposition of the county fair and on next Thursday there will be a big meeting at Wailuku to devise ways and means for making the coming exhibit the best yet. According to the Maui papers the whole sentiment of the island seems to be in favor of the fair and several enthusiastic meetings have already taken place and on Thursday an executive committee will be selected to start matters going in regular order.

Commissioner of Navigation Chamberlain appeared at the request of Secretary Redfield. Mr. Chamberlain explained that the charge of "antiquation" could not consistently be lodged against the domestic navigation laws. The personal opinions of this witness would have been valuable had he been given the liberty to express them with freedom. He would have been able to point out to the committee how the domestic laws have been framed to benefit the laboring vote and to place burdens upon the shipowner. This is a fact, however, which the Administration leaders do not desire to have developed at this time by means of an expert witness.

Obnoxious Laws

One feature of the proposed law which has not as yet been dwelt upon to any appreciable extent, but which is certain to bring forth considerable opposition before the bill is passed, relates to the method of regulating ocean shipping. It is proposed that the contemplated shipping board shall regulate, very much as the railroads are now regulated by the Interstate Commerce Commission, all ships which use American ports. By means of licensing ships to use American ports the board would be able to compel both domestic and foreign ships to observe their regulations.

Claims made by the Administration and by the supporters of this measure in congress that the proposed law is a good thing are made in the face of such damaging evidence as this. The members who are supporting this measure, however, are practically the same as those who supported the La Follette seamen's act. Claims have been made that the seamen's act is not objectionable, but rather is proving of matter to the shipping world. This is a fact, however, which this law have already been suggested by Democratic leaders, and these amendments have received the endorsement of those administrative bureaus of the Government which have the duty of enforcing the various provisions of the act.

Inter-Island Vessels Held Up At Mahukona and Kawaihae

By Swell

Rough seas at Mahukona and Kawaihae, Hawaii, prevented the inter-island steamer Mauna Kea, in yesterday, from discharging either passengers or mail at those ports. There were several passengers who were compelled to continue to Hilo to go overland.

Outbound the Mauna Kea met a light northeast wind with a light southerly swell to Hawaii. There was a light south southeast wind with a south-southwest swell at Mahukona and Kawaihae, where no work could be done. The W. G. Hall was at Kawaihae unable to work. On Windward Hawaii there was a light northeast wind and smooth seas.

W. G. Hall In Tuesday

Inbound on Windward Hawaii there was a light variable wind. At Mahukona and Kawaihae there was a southerly wind with a light swell, but work was not done at those ports. The Mauna Kea reported the Shoshone at Honokaa to load cattle yesterday at Napoos today, then loading cattle at Napoos today and arriving here tomorrow with 15,000 lbs. of Hawaii and Kahala sugar. The W. G. Hall was still off Mahukona, awaiting the arrival of the Helene, having all her Mahukona freight still aboard. She will not arrive at Honolulu before Tuesday, the Mauna Kea reported.

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Lurline At Kahului

The ship Marion Chilcott, in tow of the Matson steamer Lurline, arrived at Hilo at three o'clock Thursday afternoon. The Lurline and Chilcott sailed from Honolulu at nine o'clock Wednesday night, making a good run. The Lurline immediately departed for Kahului and the Chilcott began loading molasses at Kahala wharf. She was expected to sail Friday afternoon for San Francisco.

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SPORTS

SOLDIER RUNNERS ARE STARS AT ALEXANDER FIELD ATHLETIC MEET

New Hawaiian A. A. U. Records Made Yesterday On Alexander Field.

120 Yard Dash—William H. Dreier, 16 2-5 seconds.
100 Yard Dash—Clyde Gilbert, 10 seconds.
440 Yard Dash—Benjamin Mills, 52 3-5 seconds.
880 Yard Dash—Alexander Harrison, 2 minutes and 6 2-5 seconds.
220 Yard Dash—Clyde Gilbert, 22 3-5 seconds.
220 Yard Low Hurdles—Thos. Hore, 27 seconds.
Hammer Throw—Robert Ludlum, 126 feet, 7 inches.
Discus Throw—Robert Ludlum, 115 feet, 1 inch.
Javelin Throw—H. K. Anahu, 141 feet, 4 inches.
One-half Mile Relay—Triple A, 1 minute, 35 1-5 seconds.

Ten Amateur Athletic Union records of the Hawaiian Branch of the Association were by the boards at Alexander Field yesterday afternoon, the newly recruited Triple A club, with the pick of the athletes of the United States Army and the various schools of Honolulu in the ranks entering the majority of the events and the most points of the meet. As Lorin Andrews put it, the Triple A bunch was the salvation of the meet and when Glenn Jackson and A. E. Larimer went forth to pick out a team to run against the St. Louis College and the Kamehameha student entries, these two picked well and wisely.

McKinley High, Punahou, College of Hawaii, the Twenty-fifth Infantry and other places where athletes could be found were tooth-combed and a truly representative squad of track and field men donated Triple A uniforms and came into the meet.

Were Trying All the Time

St. Louis College and Kamehameha School had little chance against the veteran stars of the Triple A, but the Saints and Kamehameha stuck by their guns and even if they were defeated, gave an excellent account of themselves.

Clyde Gilbert, Benjamin Mills and Alexander Harrison of the Twenty-fifth were stars. So was Louis Broadus and Robert A. Ludlum also sons of Mars. W. H. Dreier, one time of Iowa University, and now a physical instructor at the Y. M. C. A. broke into the point making for the Triple A. Tommy Hore was the Saints best man and Biram K. Anahu won fame for Kamehameha and Gordon Brown also helped the team.

The first event on the program was the 120 yards hurdles and W. H. Dreier breezed to the tape in sixteen and two-fifths seconds for a new island record. Peter E. K. Wright of Kamehameha was second, with Tommy Hore of St. Louis third.

Youngster Runs Well

Benjamin Mills annexed the fifty yards dash with little effort equalling the island record of Y. Yamashiro, Tai Tin and others. This was followed by the mile run, George Woolsey of Kamehameha winning from Jack Lee, P. E. of the Triple A and Chun Lee Puck, attached. Wilfred E. Alfonso of St. Louis did well for his first time out and kept well up with the leaders until the last lap when the pace began to tell on the youngster.

The next event was the 100 yards run and the spectators paid particular attention to Clyde Gilbert. His mark of nine and three-fifths seconds in the Military meet created no end of talk and they wanted to see how near he could come to repeating. When the time was announced, Gilbert was credited with first place in ten seconds, with M. B. Fernandez of St. Louis second and A. Gordon Gibb of the Triple A third. Out of the four watches, two of which were held by one man, a timepiece in each hand, two caught him in nine and four-fifths seconds, another in ten seconds, while Benjamin Franklin Hollinger, one of the best and most accurate timers in the island, caught him in ten and one-fifth seconds. Four-fifths Is Close

The next event, the 440-yard dash, was one of the best races run off in the afternoon. Mills and Pridie, both Triple A men, ran abreast until 100-yard straight away was reached when Mills forged ahead of Pridie and finished about five yards ahead of him. Hawkins, another Triple A man was third.

Louis Broadus, Triple A, cinched first place in the shot-put, putting the 16-pound shot 37 feet and 2 1/2 inches. Butler of St. Louis took second place and Iosue, Kamehameha, came in third. Hore Is Record Breaker

Hore broke his own record for the 220 yards low-hurdles by two-fifths of a second. His former time was 27 2-5 seconds and yesterday he negotiated the distance in 26 3-5 seconds. Hore followed three yards behind. There was a big rush for third. Dower winning out.

Lindley did ten feet six inches in the pole vault. Brown won out from Mott-Smith in a close race for second. All these men entered under the Triple A.

Five Seconds of Mark

The half mile run was a very fast race, Harrison bettering the island record by five seconds. The distance was covered in two minutes six and two-fifths seconds. Eaton came in an easy second but there was a rub for third between Hawkins and Lee. Lee was ahead until the straightaway was reached, when Hawkins passed him.

The high jump was taken by Lindley, Drier coming in second and Hunter third. Lindley jumped five feet and six inches.

Kam Athlete Scores

It grew quite time now to break island records in the field events. Hiram Anahu hurled the javelin 141 feet and four inches breaking the island record of 137 feet and 4 inches held by E. Wickes. Robert Lindlow now broke the discus-throw record by two feet

seven inches, hurling the discus 115 feet-one inch. Lindlow also broke the hammer-throw record by more than twenty feet. He threw the hammer 126 feet seven inches.

Did Gilbert Best Gun

In the 220 yards dash, Gilbert was the winner and also a record breaker. To the majority of the spectators it looked as if Gilbert beat the gun by at least five feet. In fact there were many complaints about the men taking the start ahead of the starter's pistol but as he did not fire a recall gun these complaints will not stand.

Prown easily took the mile walk and showed form at it. Scott and Decker came in second and third respectively.

The relay race was another one of the speedy races of the meet. The first Triple A man ran away from his opponent, and after that it was easy for the Triple A to set a new island mark.

Following was the order of events and results of each:

120 yards high hurdles—First, W. H. Dreier, (Triple A); second, P. E. K. Wright (Kam.); third, Hore (St. Louis). Time 16, 2 1/2 seconds, new record, old record 17, 1 1/2 sec.

100 yard dash—First, B. Mills, (Triple A); second, A. Simeon, (Kam.); third, M. Fernandez, time 9, 2 1/5 sec.

1 mile run—First, G. Woolsey, (Kam.); second, Jack Lee, (Triple A); third, Chun Lee Puck, unattached time 5, min. 9 3-5 sec.

440 yards run—First, B. Mills, (Triple A); second, Pridie, (Triple A); third, Hawkins, (Triple A). Time 52, 3-5 sec, new record. Old record 54, 1-5.

Putting 16 pound shot—First, Broadus, (Triple A); second, Butler, (St. Louis); third, Iosue, (Kam.) distance 37 ft. 1 in.

220 yards low hurdles—First, Hore, (St. Louis); second, Dower, (Kam.); third, Drier, (Triple A). Time 27 2-5 sec. new record. Old record 28, 3-5 sec.

Pole Vault—First, G. Lindley, (Triple A); second, Brown, (Triple A); third, Mott-Smith, (Triple A); height 9 ft. 8 in.

220 yard dash—First, Clyde Gilbert, (Triple A); second, Harrison, (Triple A); third, Backus, (Triple A). Time 26 3-5 sec, new record. Old record 27, 4-5 sec.

Discus throw—First, Ludlum, (Triple A); second, Drier, (Triple A); third, Kong Tai Pong, (Triple A); distance 115 ft. 1 in. new record. Old record 112 ft. 2 in.

Hammer throw—First, Ludlum, (Triple A); second, Hore, (St. Louis); third, Broadus, (Triple A). Distance 126 ft. 7 in. new record. Old record 122 ft. 2 in.

High jump—First, Lindley, (Triple A); second, (Triple A); third, Hunter, height 5 ft 6 in.

Javelin throw—First, H. Anahu, (Kam.); second, Austin, (Triple A); third, Kong Tai Pong, (Triple A). distance 141 ft. 4 in. new island record. Old record 137 ft. 4 1/